(c) by when a decision is expected?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) So far 70 sittings have been held by the Arbitrator. The last sitting was held on 23rd July, 1984.

(b) The matter is under consideration of the Arbitrator. The delay is not on the part of the Railways.

(c) As the arbitration proceedings are still in progress, it is not possible to predict, when the award will be given by the Arbitrator.

Stone quarries of Eastern Railways

1596. SHRI CHATURANAN MISHRA:
SHRI SURAJ PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is afect that the Eastern Railways have their own stone quarries in Sheikhpura area of Mungher District in Bihar where stone-breaking is done at Rs. 25/- per cubic metre only whereas the contractors supply stone metal at Rs. 50 to Rs. 55/- per cubic metre; and

(b) whether it is also a fact that Sheikhpura is nearer to Danapur Division of Eastern Railways than Jamalpur from where the contractors supply stone metal and the freight charges are higher for stone metal supplied by the contractors and

(c) if so, what are the reasons for closing down their own quarries, numbers one to four, by the Eastern Railways in Sheikhpura area and instead placing orders for supply of stone metal from the contractors?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) It is a fact that Sheikhpura is nearer to Danapur Division by about 6 Km. than Jamalpur. The difference in freight charges is, however, not much.

(c) The Eastern Railway has not closed down their own quarry in Sheikhpura area. It is still very much in use and stone ballast is being supplied from Sheikhpura quarry. However, this quarry has some operational constraints in the placement/withdrawal of ballast trains due to which the supply of stone ballast from Sheikhpura quarry alone can not meet the entire demand of Danapur Division. Therefore the Railway has to take supply of ballast from the private quarry at Jamalpur to meet its total requirements.

Non-Mixing of Full Ingredients by M/s. Ranbaxi Ltd.

1597. SHRI RAM BHAGAT PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that M/s Ranbaxi Ltd. sell their products at prices lower than their cost of production and do not mix all the ingredients in their products but print only the names thereof; and

(b) whether any raid is proposed to be conducted on their manufacturing units?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KMUDBHEN M. JOSHI): (a) No case of this nature has come to the notice of this Ministry.

(b) Does not arise.

1598. [*Transferred to the 13th August*, 1984].

Production and sale of Sub-Standard Capsules by M/s. Associated Pharma Pvt. Ltd., New Delhi

1599. SHRI RAM BHAGAT PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that M/s Associated Pharma Pvt. Ltd., Kirti Nagar, New Delhi has produced and sold tetracyclene and other capsules which are sub-standard and only HALDI was packed in capsule caps and sold in the market; and

(b) if so, the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M. JOSHI): (a) No.

(b) Does not arise.

Grievances of All India Railways Ministerial Staff Association, S. E. Zone

1600. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received the copies of the resolutions adopted at the 6th Annual General Meeting of the All India Railways Ministerial Staff Association, South Eastern Zone, held at Nagpur on the 10th and 11th June, 1984;

(b) if so, what are the salient features thereof; and

(c) what steps Government propose to take to redress the grievances listed in the resolutions?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes Sir.

(b) and (c) The resolutions relate to both general as well as local demands like withdrawal of ban on recruitment, inclusion of Ministerial Staff under Workmen Compensation Act, non-installation of Computers, lower electricity charges, Hospital facilities use of railway institutes, filling up of higher grade posts etc. etc.

Local demands are examined by the local railway administration in consultation with recognised unions and action taken, where found necessary, within the administrative and financial constraints.

General demands are considered within the frame work of Government policy and the two recognised Labour Federations, viz., All India Railwaymen's Federation and National Federation of Indian Railwaymen, who represent all categories of railway employees are consulted wherever necessary under the Permanent Negotiating Machinery and Joint Consultative Machinery Schemes.

Withdrawal of facilities to workers o South Eastern Railways Head Office

1601. SHRI SUKOMAL SEN: Wil the Minister of RAILWAYS be pleased to state:

(a) whether he has received a memorandum dated the 2nd July, 1984 from the All India Railways Ministerial Staff Association, South Eastern Zone, Garden Reach, Calcutta 43;

(b) what are the demands listed in the memorandum;

(c) whether it is a fact that some of the facilities available to the workers of the Head Office of South Eastern Railway, Garden Reach and the factories located at the Hide Road area, Calcutta have been withdrawn; and

(d) whether Government propose to restore these facilities?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) The demands are:

(i) Free launch Service from Howrah to Garden Reach Head Office of S. E. Railway.

(ii) One pair of shuttle train service (Old Brace Bridge station to Garden Reach).

(iii) Issue of free residential card passes to the Railwaymen attending office daily as subsurban passengers.

(c) and (d) The first two demands are local in nature. Such local demands are examined by the local railway administration in consultation with recognised unions and action taken, where found necessary, within the administrative and financial constraints.

The launch service earlier was run by Hooghly Nadi Jalpath Parivahan Committee. The service had to be discontinued due to financial trouble faced by the Committee. Now adequate public road transport is available for the employees. Further, with the